

and 8 qts. for gray.
Fresh pollock, 75 cts. per cwt.
Newfoundland salt herring, in bulk, \$4.50
per bbl.
Newfoundland salt herring, barreled, \$5.75
per bbl.

Boston.

Sch. Mystery, 10,000 haddock, 2000 cod,
10,000 hake.
Sch. Frances P. Mesquito, 11,000 haddock,
2000 cod, 8000 hake.
Sch. Oliver F. Kilham, 8000 haddock, 1200
cod, 2000 hake.
Sch. Stranger, 3000 haddock, 2000 cod.
Sch. Alice M. Guthrie, 14,000 haddock, 8000
cod, 3000 hake.
Sch. Evelyn L. Smith, 20,000 pollock.
Sch. Evangeline, 5000 pollock.
Sch. Acacia, 15,000 pollock.
Sch. Venus, 3000 pollock.
Sch. Mary E. Cooney, 10,000 haddock, 2000
cod.
Sch. Seaconnet, 7000 haddock, 400 cod, 3000
hake.
Sch. Margaret Dillon, 8000 haddock, 2000
cod.
Sch. Ida S. Brooks, 10,000 haddock, 2000
cod, 1000 hake.
Sch. Thomas Brundage, 14,000 pollock.
Sch. Shepherd King, 4000 haddock, 2000
cod, 12,000 hake.
Sch. A. C. Newhall, 10,000 pollock.
Sch. Galatea, 3000 haddock, 3000 cod, 10,000
hake.
Sch. Mortis H. Perry, 400 haddock.
Sch. Pythian, 7000 haddock, 500 cod, 500
hake.
Sch. Minerva, 4000 haddock, 1000 cod, 1000
pollock.
Haddock, \$3.50 to \$3.60; large cod, \$4 to
\$4.50; market cod, \$2 to \$3; hake, \$1 to
\$2.25; pollock, \$1.25.

IN BRITISH CRAFTS.

Three Cargoes of Salt Herring Arrive Here Today.

Two from Bay of Islands, One from Green Bay, N. F.

In the harbor today is an unusual occur-
rence, three cargoes of salt herring in British
bottoms, all arriving since 3.30 o'clock yester-
day afternoon, the crafts being as follows:

Sch. Roanoke, from Bay of Islands, N. F.,
with 1875 barrels salt herring.

Sch. Percy Roy, from Bay of Islands, N.
F., with 1400 barrels of salt herring.

Sch. Ulva, from Green Bay, N. F., with
1350 barrels of salt herring, 400 of which are
in barrels, the rest in bulk.

Sch. Percy Roy arrived yesterday afternoon
and went in at John Pew & Son's wharf. Cap-
t. Selig left Bay of Islands a week ago
last Sunday and was much surprised to learn
that the Roanoke had not arrived and ex-
pressed anxiety for her. This cargo will be
divided between some of the large dealers.

Sch. Roanoke, which has been looked for
so many days, arrived early this morning.
Her skipper claims a passage of 16 days, but
there is evidently a mistake, as she is reported
arriving and clearing from Halifax 16 days
ago. She has made a long passage. Her car-
go is for John Pew & Son, Davis Bros. and
Slade Gorton & Co.

Sch. Ulva, which arrived close behind the
Roanoke, is from Green Bay, way up on the
northeast coast of Newfoundland, and has
made a good passage in spite of bad weather.
Her cargo is for Slade Gorton & Co., which
concern had the first cargo last year and which
came from that locality. This is the first, or
at least one of the first, salt herring cargo that
ever came here from Green Bay.

This makes five cargoes of salt herring
which have arrived here this season in British
vessels, and it is understood that there are two
or three more of them yet to come here. Three
American vessels have thus far arrived, Schs.
Dora A. Lawson, Tattle and Henry M. Stan-

ley and three or four more are on the way.
Sch. Tattler will sail for Bay of Islands to-
day or tomorrow for a second cargo of herring.
Capt. Selig received today state that there is
no change in the situation at Bay of Islands
and that herring are still scarce, although one
message is said have been received stating that
herring are more plentiful than they have
been.

HERRING STILL SCARCE.

Captains Hope They May Strike by Next Week.

If Not Some Vessels Will Get None or Partial Fares.

Late advices from Bay of Islands, N. F.,
state that herring are still very scarce.

One master, in a letter to his owners, advises
them to send no more vessels and says that
herring are very scarce. He also said that if
herring did not strike in by next week that
some of the fleet would return home with
partial fares and some with no herring.
When he wrote the letter, he had just returned
from a personal inspection of affairs at all the
Arms of the bay.

EXPERIMENTAL TRIP.

Capt. Solomon Jacobs Will Try the Otter Trawl.

With Gentlemen Who Claim the American Patent Rights.

In the little gasoline herring boat Lydia F.
owned by Capt. Samuel Young, Capt. Solo-
mon Jacobs, with two gentlemen from Eng-
land, will make a trial of the otter trawl, in
Ipswich Bay today.

The gentlemen from across the pond, who
have been here for a few days, have interested
Capt. Jacobs in the matter, and he will make
a thorough trial of the equipment with regard
to its efficiency and practicability on the fish-
ing grounds hereabouts.

These gentlemen claim to have the American
patent rights on the trawl, and showed to a
TIMES representative their patent papers and
plan of their trawl properly passed upon by
the United States government patent office.

Capt. Jacobs thinks that the trawl is a good
one and will give it a thorough trial.

HAD QUICK PASSAGE.

Sch. Margaret Has Arrived Safely at Porto Rico.

Made Trip from Here in Less Than Twelve Days.

Sch. Margaret of Beverly, Capt. George
Howard Wonsen of this city, arrived safely at
Porto Rico on Wednesday. The craft left
here November 18 with a cargo of cured fish,
consigned by local dealers to merchants in
Porto Rico, and arrived at her destination after
a passage of but 11 1/2 days.

The passage is a fine one and the shipment
arrived there fully as quick, if not a little
quicker, than if shipped from here to New
York and thence by steamer to Porto Rico.

DISCUSSES BEAM TRAWLER.

English Fishing Expert Predicts Its Success on This Coast.

Claims It Will Revolutionize Fish- ing Industry.

Steam trawling is bound to revolutionize the
fishing industry of the New England coast,
and sound a death knell to dory and schooner
fishing, according to Capt. William Hool, an
English fisherman of 40 years experience, who
has sought the inhabitants of the deep in all
parts of the globe. Capt. Hool is a member
of the crew of the new steam trawler Spray,
which will start on its maiden trip tomorrow
and with his mate, John Robinson, who came
from England to show the American fisher-
men the fine points of steam trawling, is busy
getting the new vessel in trim at Boston.

Capt. Hool admits that he never fished on
the New England coast, but he cannot see why
trawling, which has been a marked success in
all parts of the globe, should fail in these
waters.

"Steam trawling is conducted on thor-
oughly practical and sensible lines," said Capt.
Hool recently, "and with this fine new ves-
sel it is bound to be a success. Many people
do not understand the modern trawler. Its
principle is to set a large net across a wide
expanse, and, with anchors weighing one side
down close to the bottom and floats at the top
of the net, this huge mesh is drawn through
the water at a moderate rate by the steam ves-
sel.

After a certain distance is covered the huge
net is drawn aboard. The catch is dumped
into pens on deck and the fish cleaned. They
are separated into the different species and
iced in the hold. The advantage over schooner
fishing is that the trawlers make fast time to
and from the fishing grounds, not depending
on winds, tides, etc., that it is worked night
and day, and that huge catches are made in
very short time.

"The claim that the New England coast is
strewn with wreckage which will make traw-
ling impossible is only a dream. There can be
but few wrecks on the fishing grounds, and
these are covered with sand, so that they will
do no damage to the nets. This has been an
argument against trawlers for 50 years, but
trawlers are superseding sailing vessels in
every part of the world and with wonderful
success. I was one of the last to give up my
vessel on the English coast, but I saw the in-
evitable was coming and I turned to a trawler.
Every English and Irish fisherman had to do
the same. There is no fishing done off the
Irish, French or Spanish coast now except by
steam trawlers."

Capt. Hool started his fishing career when a
boy of 10 years, and has been on the deep sea
all his life. He is a typical sailor, and has the
appearance of one knowing what he is talking
about.

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SCH. GRAMPUS BOUND HOME.

Will Probably Be Replaced
by Steel Steamer.

LATE BAY OF ISLANDS NEWS.

Sch. Golden-Rod Bound Home with Frozen Herring.

The herring situation appears unchanged, and late reports do not tell of any great body of herring at Bay of Islands. There was a slight frost one night and one vessel froze a small lot.

Schs. Jennie B. Hodgdon and Carrie W. Babson are now due any day, and sch. Senator Gardner and Edna Wallace Hopper are also supposed to be on the way. Sch. Golden-Rod is also bound home with a full frozen cargo.

Schs. Tattler and Henry M. Stanley are now lying in the harbor ready to sail, the first chance on their second trips of the season.

The U. S. Fish Commission schooner Grampus, which has been at Bay of Islands since September, is bound home, and it is fairly well known that the government is to send a steel steamer of some sort, probably a cutter, to take her place for the rest of the season. As winter will now set in in earnest very soon, a steel steam craft will be of great assistance to our vessels in breaking them out, should they get frozen in the Arms, keeping a channel clear and helping them to escape and start for home before the ice comes down. The sending of this kind of a craft is only another indication of the interest which our government is displaying in the interest of the American herring fleet this season.

The Western Star says that a week ago Thursday the new telegraph line to Lark Harbor, Bay of Islands, was opened. This is quite a convenience to masters and owners of Gloucester vessels.

Sch. Corsair, on the way home from Bay of Islands, arrived at Liverpool on Friday.

Sch. M. B. Stetson, Capt. Dorr, of Bucksport, Me., shipped 16 men and purchased two boats three miles off Weebald on Wednesday, and is now fishing in Middle Arm.—Western Star.

Schs. Tattler and Henry M. Stanley sailed from here this morning for Bay of Islands for their second cargoes of herring this season.

PRAISES U. S. OFFICIALS.

Newfoundland Paper Gives Great Credit to Officers of the Grampus.

The same issue of the Western Star also has the following complimentary notice, which certainly speaks well for Mr. A. B. Alexander and Capt. Hanson:

"The American cutter Grampus of the United States fishery service, leaves here this week for Boston. The Grampus has been in Newfoundland waters since July, and has been in Bay of Islands since September 20. She was sent over here on a scientific cruise by the bureau of fisheries at Washington, and whilst in our waters she came to Bay of Islands to give Commissioner Alexander an opportunity to enquire into the modes of prosecuting our herring fishery. She would have been gone home long ere this but that friction over the herring question was apprehended.

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"We have made the assertion, and hereby repeat it, that but for the wise counsel given by Mr. Alexander and Capt. Hanson, a serious conflict might have been precipitated. Through his diplomatic action Mr. Alexander has gained encomiums from all parties, and has been highly complimented by the government he represents. As regards Capt. Hanson, a more jovial and friendly gentleman it would be difficult to meet. Although a born Scandinavian, and a Viking in the broadest sense of the term, he is a naturalized American, and has been in the United States fishery service for the 21 years. By his practical knowledge of fishery matters, and his kindly disposition with all classes he has been of inestimable service to the Fishery Bureau, and during his stay in Bay of Islands he has been a general favorite of the American fishing captains in this port.

"We trust that if the Grampus is sent on a similar mission next year that the same gentlemanly commissioner and courteous captain and officers will occupy the same positions as they do today. We learn that Mr. Alexander and Mr. Murphy will remain here for a few more days, and that the steamer Seminole will be here shortly to assist in towing American vessels in or out the bay, and keeping a channel clear should ice form in the arms."

SEASON A POOR ONE.

No Improvement in Herring Fishery at Bay of Islands.

The Bay of Islands, N. F., Western Star of December 6 says:

"There is no improvement in this fishery since last report. Very little has been done around Woods Island or at North Arm. In Penguin and Goose Arm there was fairly good fishing on Friday and Saturday and also on Monday; but there are so many nets in that vicinity that it is surprising how the fish get into the Arms at all. The fishery this season will be a very poor one,—not through the restrictions of the Foreign Fishing Vessels' Act, but owing to the fish not coming in the bay. The Americans have amply demonstrated the fact that if herring were as plentiful here as at other years they would now have thirty cargoes in the market.

"Sch. Corsair sailed last week with 1500 barrels. Sch. Jennie B. Hodgdon finished loading Saturday, and sch. Carrie W. Babson was ready to sail on Monday. Sch. Edna W. Hopper will finish today. Sch. Golden Rod, with 1200 barrels frozen and 100 barrels salted, sails today. Schs. Senator Gardner, Atlanta and several others, have between 500 and 600 barrels each. The Lunenburg schs. Tasmania and Defender are loaded and ready to sail. The Loyal sailed for Halifax on Saturday with almost a full cargo.

DAILY TIMES FISH BUREAU.

To-day's Arrivals and Receipts.

Sch. Olga, Cape Shore, 40,000 lbs. fresh fish.
Sch. Metamora, Cape Shore, 25,000 lbs. fresh fish.

Sch. Senator, Cape Shore, 40,000 lbs. fresh fish.

Sch. Thomas S. Gorton, South Channel, 30,000 lbs. fresh fish.

Sch. Speculator, South Channel, 20,000 lbs. fresh fish.

Sch. Dictator, South Channel, 20,000 lbs. fresh fish.

Today's Fish Market.

These prices are based on the last known sales.

Salt handline Georges codfish, \$5.25 per cwt. for large, \$4.25 for medium.

Salt trawl Georges codfish, \$5 for large, \$4.00 for medium.

Salt hake, \$1.75

Salt haddock, \$1.75.

Salt cusk, \$2.50.

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Fresh large codfish, \$2.50, medium do., \$1.75.

Fresh haddock, \$1.20.

Fresh hake, \$1.10.

Fresh cusk, \$1.75.

Large salt mackerel, \$24 per bbl.

Salt tinker mackerel, \$10.25 per bbl.

Large fresh mackerel, 25 cts. each.

Flitch halibut, 6 cts. per lb.

Fresh salt herring, \$2.50 to \$3 per bbl.

Salt trawl bank codfish, \$4.50 for large, \$4.00 for medium, \$2.75 for snappers.

Fresh halibut, 12 cts. per lb. for white and 8 cts. for gray.

Fresh pollock, 75 cts. per cwt.

Newfoundland salt herring, in bulk, \$4.50 per bbl.

Newfoundland salt herring, barrelled, \$5.75 per bbl.

Boston.

Sch. Diana, 35,000 haddock, 15,000 cod, 7000 hake, 10,000 cusk.

Sch. Catherine and Ellen, 22,000 haddock 8000 cod, 20,000 hake.

Sch. Massasoit, 500 haddock, 5500 cod.

Sch. Elsie F. Rowe, 20,000 pollock.

Sch. Tecumseh, 700 haddock, 13,000 cod.

Sch. Manhasset, 20,000 haddock, 6000 cod, 4000 hake.

Sch. Mary A. Whalen, 18,000 haddock, 12,000 cod, 10,000 hake.

Sch. Quonnapowitt, 10,000 haddock, 3000 cod, 3000 hake.

Sch. Vera, 18,000 haddock, 2000 cod, 5000 hake.

Sch. Moonam, 16,000 haddock, 6000 cod, 10,000 hake.

Haddock \$2 to \$4, large cod \$4 to \$4.75, market cod \$2.50, hake \$2 to \$3, cusk \$2, pollock \$1.50 offered.

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WESTERN HALIBUT MUDDLE.

Charges Directed Against One of Big Shipping and Fishing Companies.

The New York Fishing Gazette says that charges were made before the fisheries commission at Vancouver, B. C., recently directed especially against the New England Fish Co., in particular and generally against all American companies fishing halibut and using illegally, it is alleged, Canadian harbors as their headquarters.

C. F. Battison, fisherman, presented a lengthy memorial, alleging that the New England Co., operating halibut steamers from Vancouver, was an American concern, that all the fishermen were Americans, and that the company made enormous profits to the depletion of Canadian fishing grounds. The memorial urged the imposition of an export duty on all fish transhipped through Canada in bond. It was a mistake, said Mr. Battison, to think that these American fishing steamers sought Canadian harbors for water and shelter as defined in the treaty of 1818, for the New England Fish Co. actually carried on its operations in Canadian waters.

Greer Starratt, manager of the New England Fish Co., being called, did not deny that the vessels of the company went into Canadian waters unnecessarily. The privilege had been objected to. Only one American was employed on the company's boats. The skipper is American. Ninety per cent. of the catch went to Boston and New York. If Hecate Strait was territorial water, he admitted his firm had no right there. Seattle rival used Canadian waters also. He contended that most of the catch was taken on the high seas.

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Although, of course, it is possible to secure an appropriation for a project in the face of an unfavorable report, it is an extremely difficult thing to accomplish and the instances when this has been done are extremely rare. It may be possible, however, to have a resurvey made of both the Merrimack and Essex river projects, and Mr. Gardner may possibly work along this line.

Congressman Greene of Fall River tells me that the dog-fish bill introduced by Congressman Tirrell of Massachusetts, and referred to the committee on merchant marine and fisheries, of which Mr. Greene is a member, has no chance of passage whatever at this session of Congress. The worst blow this bill has to encounter is the fish commission, whose word is law on a bill of this kind. The commission last year served notice that if the bill was referred to them for a report, it would be an unfavorable one, and therefore those behind the bill preferred to have it remain in the dark recesses of the committee room, where this year's bill is also destined to remain. The bill is on the same lines as the one last year, and provides that agents of the fish commission shall pay the fishermen a bounty of two cents on every tail of a dog-fish produced.

The fish commission do not deny the argument that the dog fish are a detriment to the Atlantic fishermen, but do not approve of the system of destroying them by paying a bounty. The commission contend that the fish are really good eating, and say that the proper way to reduce the number of fish in the sea is to put them on the market, and make it an object to catch them for food. Congressman Tirrell is interested in the bill at the request of a Waltham constituent, and E. C. McIntire, ex-representative from Gloucester, has also given the matter much study, and was successful in securing the passage of a resolution through the legislature in Massachusetts last winter asking Congress to take some action in the matter.

W. W. LUFKIN.

Halibut Sale.

The fare of sch. Corona sold to the New England Fish Co. at 12 cents per pound for white and 8 cents for gray.

GREAT RUN OF CODFISH.

School of Millions Struck In at Easthampton, L. I.

The greatest run of codfish ever known on this coast struck the Easthampton, L. I. shore Thursday night, and for three miles along the shore the surf swarmed with them. One fisherman with a seine made a haul of six tons. A pair of horses were required to draw it up out of the surf.

The shore was crowded with villagers, who utilized every sort of fishing seine available. The oldest fishermen say they never saw or heard of anything like the night's run of fish.

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Herring Notes.

The British sch. Eva June arrived at Boston from Bay of Islands yesterday with 1500 barrels salt herring.

It is reported that another vessel is coming here from Green Bay with a cargo of salt herring.

The Br. sch. St. Helena, Capt. John Pyke, from Bay of Islands, for this port, with a cargo of herring, was struck by squall at Flint Island Thursday afternoon and had her main boom broken. She put in at North Sydney in order to have it replaced by a new one before proceeding on her voyage. The cargo is consigned to Fred Bradley.

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SCH. TATTLER RELEASED.

Commendable Celerity by Canadian Authorities.

LICENSE NOW ISSUED TO CRAFT.

Craft Will Proceed to Bay of Islands for Herring.

Sch. Tattler of this port, the largest fishing vessel at this port, owned by D. B. Smith & Co., which was seized at North Sydney, C. B., last Friday afternoon, as previously reported in the TIMES, was released yesterday afternoon.

As before stated in the TIMES, the seizure of the craft was a mistake on the part of some official at North Sydney, and was made while the owners of the vessel were in possession of a letter that if the license money was forwarded the case against the craft, which happened early last fall, would be considered closed. The money was actually on the way when the vessel, driven into North Sydney by a heavy

storm, was seized. The entire details of the case were correctly stated in the TIMES of Saturday.

Knowing the security of their position, because of letters and papers in their possession regarding the case, the owners immediately set to work to secure the release of the vessel, and considering that the craft was cleared yesterday afternoon and that a Sunday intervened, it can be seen that the action of the Canadian authorities at Ottawa was most commendably prompt indeed.

Yesterday the firm were in telegraphic communication with the American Consul General at Ottawa, the Canadian premier at the same place, Collector McPherson at Sydney, and American Consul West at that place and very rapid progress was made toward the straightening out of the matter.

So, yesterday afternoon, while some Boston papers were publishing lengthy articles to the effect that the seizure was significant and that it might be designed as an entering wedge and an object lesson to the Newfoundland people of the benefits of unity of action, the owners of the craft were in receipt of a telegram stating that the Collector at North Sydney had received orders from Ottawa to issue a license to sch. Tattler and allow her to proceed.

The TIMES of Saturday said that the craft would soon be released and the prompt action of the Canadian government in the case shows that the statement of the TIMES was correct and based on a knowledge of the facts of the case.

BIG RECORD.

Little Sch. Seaconnet Landed Five Trips in Eight Days.

Between \$8 and \$10 a day is not bad pay for fishing, say the crew of 14 men of the sch. Seaconnet. Capt. Enos Nickerson skipper of the Seaconnet, has made a record of \$68 per man for eight days' fishing, which is without a parallel for shore fishing schooners in Boston. The crew of the Seaconnet have faced many dangers in the past week in the turbulent waters off Boston lightship when other schooners have sought the shelter of harbors.

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The Seaconnet has made five trips in eight days to the middle grounds, which is close by Boston lightship. Five morning the schooner has arrived at T wharf with about 10,000 pounds of haddock, cod and hake, getting out its cargo and leaving the wharf at 4 o'clock in the afternoon for the fishing grounds. The fishermen worked their trawls all night, getting back into port the next morning. Yesterday morning the schooner landed 4000 pounds haddock, 200 pounds codfish, 2000 pounds hake. Other schooners have averaged but two or three trips during the past eight days.

DAILY TIMES FISH BUREAU.

To-day's Arrivals and Receipts.

Sch. Muriel, via Boston, 18,000 lbs. fresh fish.
Sch. Claudia, via Boston, 20,000 lbs. fresh fish.
Sch. Hope, shore.
Sch. Frances P. Mesquita, via Boston.
Sch. Catherine D. Enos, shore.

Today's Fish Market.

These prices are based on the last known sales.

Salt handline Georges codfish, \$5.25 per cwt. for large, \$4.25 for medium.
Salt trawl Georges codfish, \$5 for large, 4.00 for medium.
Salt hake, \$1.75.
Salt haddock, \$1.75.
Salt cusk, \$2.50.
Fresh large codfish, \$2.50, medium do., \$1.75.
Fresh haddock, \$1.20.
Fresh hake, \$1.10.
Fresh cusk, \$1.75.
Salt trawl bank codfish, \$4.50 for large, \$4.00 for medium, \$2.75 for snappers.
Fresh halibut, 12 cts. per lb. for white and 8 cts. for gray.
Fresh pollock, 75 cts. per cwt.
Newfoundland salt herring, in bulk, \$4.50 per bbl.
Newfoundland salt herring, barrelled, \$5.75 per bbl.

Boston.

Sch. Mertis H. Perry, 3800 haddock, 1300 cod.
Sch. Flavilla, 4500 haddock, 2000 hake.
Sch. Teresa and Alice, 6000 haddock, 300 cod, 3500 hake.
Sch. Tecumseh, 5000 cod.
Sch. Annie and Jennie, 2000 pollock.
Sch. Marion, 2000 pollock.
Sch. Appomattox, 4500 pollock.
Sch. Olive F. Hutchins, 7000 haddock, 1500 cod, 2500 pollock.
Sch. Matchless, 23,000 haddock, 26,000 cod, 4000 cusk.
Sch. Mary A. Gleason, 5000 haddock, 5000 cod, 2000 hake.
Sch. Illinois, 17,000 haddock, 8000 cod, 2000 hake, 1000 cusk.
Sch. Evelyn L. Smith, 24,000 pollock.
Sch. Belbina P. Domingoes, 10,000 haddock, 1000 cod.
Sch. Nokomis, 5500 cod.
Sch. Walter P. Gonlart, 2000 haddock, 800 cod.
Sch. Flora J. Sears, 6000 haddock, 500 cod, 4000 hake.
Sch. Ida S. Brooks, 5000 haddock, 500 cod.
Sch. Mary E. Cooney, 8000 haddock, 2000 cod, 5000 hake.
Sch. Galatea, 1000 haddock, 1000 cod, 6000 hake.
Sch. Minerva, 7500 haddock, 1000 cod, 1000 hake.
Br. sch. Eva June, 1500 bbls. salt herring.
Haddock, \$3 to \$3.65; large cod, \$3 to \$4.35; market cod, \$1.60 to \$2.10; hake, \$1 to \$3.50; pollock, \$1.50.